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"HONGKONG TELEGRAPH"
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The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 364.

日一初月五年二十二緒光

THURSDAY, JUNE 11, 1896.

四拜禮 號一十月六英港香

THIRTY DOLLARS
PER ANNUM.

"ODOL."
THE MEDICAL HALL,
DEUTSCHE APOTHEKE,
70, QUEEN'S ROAD CENTRAL,
Hongkong.

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Subscribed Capital £500,000

HEAD OFFICE—HONGKONG.

Court of Directors:—
D. Gillies, Esq., | Chow Tung Shing, Esq.,
H. Stalterfoht, Esq., | Kwan Hoi Chuen, Esq.,
Chan Kit Shan, Esq., |
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.
Hongkong, 23rd October, 1895.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL £1,500,000
SUBSCRIBED £1,185,000
PAID-UP £685,500

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED ON CURRENT
ACCOUNTS at the Rate of 2 per Cent.
per annum on the Daily Balance.

On New Fixed Deposits:—
For 12 Months 4 per Cent.
" 6 " 3 " "
" 3 " 2 " "

J. W. R. TAYLOR,
Manager, Hongkong.

Hongkong, 18th December, 1895.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP £300,000
RESERVE LIABILITY OF SHARE-
HOLDERS £300,000
RESERVE FUND £335,000

INTEREST ALLOWED ON CURRENT
ACCOUNTS at the Rate of 2 per Cent.
per annum on the Daily Balance.

On Fixed Deposits for 12 months... 4 per Cent.
" 6 " 3 " "
" 3 " 2 " "

T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 16th September, 1895.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL £10,000,000
RESERVE FUND £5,750,000
RESERVE LIABILITY OF PROPRIETORS £10,000,000

COURT OF DIRECTORS:
A. McCONACHIE, Esq.,—Chairman.
ST. C. MICHAELSEN, Esq.,—Deputy Chairman.

Hon. J. J. Bell-Irving, Esq., | J. Kramer, Esq.,
G. B. Dodwell, Esq., | D. R. Sassoon, Esq.,
M. D. Ezekiel, Esq., | R. Shewan, Esq.,
R. M. Gray, Esq., | N. A. Sieba, Esq.,

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.,
MANAGER:
Shanghai—J. P. WARD GARDNER, Esq.,
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED
On Current Accounts at the rate of 2 per Cent.
per annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 3 per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.

Hongkong, 15th February, 1896.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST ON DEPOSITS is allowed at 3 per Cent.
per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 per Cent. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1895.

Intimations.

NOTICE.

A SPECIAL SESSION of H.M.
MAJESTY'S JUSTICES of the PEACE,
will be held in the JUSTICES' ROOM, at the
MAGISTRACY, at 2.30 o'clock in the Afternoon of
TUESDAY, the 10th day of June, A.D. 1896,
for the purpose of considering an application
from one J. C. L. ROUGH for the Transfer of
his Publican's Licence to Sell and Retail Intoxicating
Liquors on the Premises situate at houses
Nos. 38 and 39, Praya East, under the sign of
"THE PRAYA EAST HOTEL," to one JOHN
ALEXANDER DREWES.

WM. C. H. HASTINGS,
Acting Police Magistrate.

Magistracy,
Hongkong, 4th June, 1896.

WANTED.

EMPLOYMENT in a MERCANTILE
OFFICE, by a YOUNG GENTLEMAN
who speaks and writes ENGLISH, FRENCH and
GERMAN fluently.
Address
X 123,
c/o Hongkong Telegraph Office.
Hongkong, 9th June, 1896.

CAROLINE M'KENARIUS

Used for 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot and Damper.

Sole Agents for China,
SHEKLE & Co.

Hongkong, 15th May, 1896.

Insurances.

EMPRESS ASSURANCE CORPORATION, LIMITED.

FIRE AND MARINE.

WE have this Day been appointed
AGENTS, and are prepared to accept
RISKS at CURRENT RATES.

HOLLIDAY, WISE & Co.
Hongkong, 28th April, 1895.

THE MANCHESTER FIRE ASSURANCE COMPANY.

ESTABLISHED A.D. 1894.

CAPITAL £2,000,000
TOTAL FUNDS AND SECURITY £480,000
NET ANNUAL FIRE PREMIUM £757,478

HAVING been appointed AGENTS of the
above Company we are prepared to
accept EUROPEAN and CHINESE RISKS
at CURRENT RATES.

HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 2nd January, 1896.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Underigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.
Hongkong, 28th May, 1895.

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL, TAELS 600,000 } \$833,333.33
EQUAL TO }
RESERVE FUND } \$318,000.00

BOARD OF DIRECTORS:
LEE SING, Esq., | LO YUEN MOON, Esq.,
LOU TSO SHUN, Esq., |

MANAGER—HO AMEL

MARINE RISKS on GOODS, &c., taken
at CURRENT RATES to all parts of the
World.

HEAD OFFICE, 8 & 9, PRAYA WEST,
Hongkong, 28th December, 1895.

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED \$1,000,000

The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS,
&c. Policies granted to all Parts of the world
payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST,
Hongkong, 28th May, 1896.

Intimations.

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE is hereby given that the
SEVENTH ORDINARY YEARLY
MEETING of SHAREHOLDERS in the
above Company will be held at the COMPANY'S
OFFICE, No. 27, Queen's Road, on SATURDAY,
the 20th June, at NOON, for the purpose of
presenting the Report of the Directors, together
with a Statement of Accounts for 1895, and
1896, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 6th to 20th June,
both days inclusive.

By Order of the Board of Directors,
CHAS. F. HARTON,
Acting Secretary.

Hongkong, 2nd June, 1896.

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE is hereby given that an
EXTRAORDINARY GENERAL MEETING
of the above Company will be held
at the COMPANY'S OFFICE, No. 14, Praya
Central, Hongkong, on MONDAY, the 22nd
day of June, 1896, at 3 o'clock P.M., when the
Subjoined Resolution will be proposed,
That the Articles of Association be altered in
manner following:—

(a) Paragraph 10 of Article 2, which now
reads as follows:—"Auditors, Secretary,
and Manager mean those respective
Officers from time to time of the
Company" and the marginal note of
"as named paragraph shall be cancelled,
and in lieu thereof the following
marginal note and paragraph shall be
inserted, that is to say,"

"Chief Manager," "Secretary and
Auditors" "Auditors respec-
tively mean the
"persons for the
"time being per-
"forming the duties
"of these respective
"officers."

(b) In Article 69 the words "One Thousand
Dollars" shall be eliminated and there
shall be substituted therefor the words
"Two Thousand Dollars."

(c) In Article 70 the words "Chief Manager"
shall be substituted for the word
"Manager."

(d) In Article 71 and in the marginal note
thereof the word "Manager," where it
occurs, shall be eliminated and the
words "Chief Manager" shall be
substituted therefor.

(e) At the end of Article 83 and 87 there
shall be added the words "or Chief
Manager."

Should the above Resolution be duly passed
it will be submitted for confirmation as a Special
Resolution to a second Extraordinary General
Meeting which will be subsequently convened.
Dated the 10th day of June, 1896.

By Order of the Board,
THOS. L. ROSE,
Secretary.

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
JAPAN, &c.	Palawan	C. Gadd	10 A.M., 12th June	{ Freight or Passage. (Passing through the Inland Sea.)
STRAITS and BOMBAY	Brindus	T. Wickenden	Noon, 12th June	{ Freight or Passage.
SHANGHAI	Prithwun	F. J. Cole	About 13th June	{ Freight or Passage.
LONDON, via Marseilles	Mandla	R. L. Haddock, R.N.R.	About 17th June	{ Freight or Passage.
LONDON, &c.	Rosalia	G. K. Wright, R.N.R.	Noon, 18th June	{ See Special Advertisement.
JAPAN	Verona	C. H. S. Tocque, R.N.R.	Noon, 19th June	{ Freight or Passage. (Passing through the Inland Sea.)
LONDON	Japan	T. Leigh	About 27th June	{ Freight or Passage.

For Further Particulars, apply to
H. A. RITCHIE, Superintendent.

Hongkong, 11th June, 1896.

W. BREWER & CO.

NEW BOOKS AND NEW EDITIONS.

BRASSEY'S NAVAL ANNUAL.
Catalogue Salon Illustré—1895.
Figure Salon—1896.
Illustration Salon.
Rome, par Emile Zola.
Graphic Special Academy Numbers.

ROYAL ACADEMY PICTURES.
Tourist's Guide to Japan.
Stranger's Hand-Book to the Japanese
Language.
Japanese Fairy Tales.
New Stock Silurian Note Paper and Envelopes.

BOOKS, STATIONERY and FANCY GOODS.

WAREHOUSE:—QUEEN'S ROAD, HONGKONG.

Hongkong, 11th June, 1896.

BILLIARDS

AT H.K. HOTEL

THREE PRIZES.

FRESH DAIRY BUTTER.

WHOLESALE AND RETAIL.

The product of the PRINCE OF WALES DAIRY COMPANY, Bombay, India.
This BUTTER is guaranteed PURE and of THE FINEST QUALITY.

RETAIL PRICE.....50 Cents per lb.

THE HONGKONG BUTCHERY, CENTRAL MARKET.

Hongkong, 1st June, 1895.

MOUNT AUSTIN HOTEL.

1,000 FEET ABOVE SEA LEVEL.

TELEGRAPHIC ADDRESS, "EICKLEND," HONGKONG.

TELEPHONE, No. 35.

A. B. C. Code.

THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN QUEEN'S ROAD.

TIFFIN at 1 P.M. DINNER at 8 P.M.

ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in PRIVATE DINING-ROOMS.

For further Particulars apply to
THE MANAGER,
MOUNT AUSTIN HOTEL.

Hongkong, 27th July, 1895.

THE PHARMACY.

TANSAN, TANSAN, TANSAN.

This refreshing and invigorating Table Water contains 8 per cent. more IRON CARBONATE than any Water from similar Spas.

Sole Agents for HONGKONG and SOUTH OF CHINA:—
FLETCHER & CO.
and
CARMICHAEL & CO.

(cos)

THE CLUB HOTEL.

5, BUND, YOKOHAMA.

HOTEL METROPOLE.

1, TSUKUJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.

VISITORS have the option of dining either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager, YOKOHAMA.

L. DEWETTE, Manager, TOKYO.

Intimations.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

HONGKONG HOTEL—PRAYA.

BELL'S ASBESTOS NON-CONDUCTING BOILER COVERING

COMPOSITION is acknowledged to be the best in the East.

TESTIMONIALS referring to above may be seen anytime at this Office.

ESTIMATES given for work finished complete.

Hongkong, 13th May, 1896.

W. JACKSON, Manager.

LANE, CRAWFORD & CO.

NEW GOODS:—"ADEN," "PAKLING," &c.

TABLE DAMASK and CLOTHS.

NEW BARATHEA and ALMA—DUCK and DRILL—TROPICALS and LAWN TENNIS FLANNELS.

THIN MATERIAL for DRESS SUITS.

LINCOLN and BENNETT'S HATS.

DAWSON'S SUMMER SHOES.

The Newest Music—in the NEW PIANO DEPARTMENT, which is ready for Visitors.

NEW SOFA CARPETS and TAPESTRY SQUARES.

COOKING STOVES—"ADDRESS," "HOSTESS," "SIGNORA," &c.

STORES, WINES, &c., for BOATING PARTIES, &c.

LANE, CRAWFORD & CO.

Hongkong, 2nd June, 1896.



AERATED WATERS.

"AQUARIUS." "ROSBACH."

SOLE AGENTS:—

CALDBECK, MACGREGOR & Co.,
WINE and SPIRIT MERCHANTS.

15, Queen's Road,
Hongkong, 2nd June, 1896.



IND COOPE & CO.'S

ALE AND STOUT

IS LIGHTER IN BODY AND OF LESS ALCOHOLIC

STRENGTH THAN MOST ENGLISH BREWS.

TRADE MARK. 源和
洋行 Hong Kong 源和
YUEN WO.

TELEPHONE, No. 135.

SOLE AGENTS:—

GANDE PRICE & CO.,

WINE and SPIRIT MERCHANTS,
No. 12, QUEEN'S ROAD CENTRAL.

Hongkong, 8th June, 1896.

EXPLOSION IMPOSSIBLE.

IASTRAM'S PATENT

GOLDEN MEDAL

PETROLEUM ENGINES

OF 2 TO 12 H.P.

FOR FACTORIES and LAUNCHES.

WORKED BY ORDINARY PETROLEUM.

Consumption of Petroleum 1 lb. per H.P. and Hour.

A Working Stationary Engine and a Launch with a 4 H.P.

Engines will be shown and full particulars be given on application.

SCHIELE & CO., HONGKONG,
SOLE AGENTS FOR THE EAST.

NO PROFESSIONAL ENGINEER REQUIRED.

FOR SALE.

G. H. MUMM & CO.'S CHAMPAGNE.

In cases of 3 dm. plants \$35 per case.
do " " quarts \$35 " "

Cash on Delivery.

THE SEATTLE BREWING & MALTING CO., CHINA-JAPAN AGENCY.

Head Office:—8, D'Aguiar Street, Hongkong.

For price and terms apply to THE MANAGER.

Hongkong, 15th January, 1896.

(cos)

Today's
Advertisements.DOUGLAS STEAMSHIP COMPANY,
LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
The Company's Steamship"NAMO,"
Captain Hall, will be despatched for the above
Ports TO-MORROW, the 12th instant, at
10 A.M., and not as previously notified.
For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 11th June, 1896. [953]FOR SHANGHAI.
The Steamship"DAPHNE,"
Captain J. Samson, will be despatched for the
above Port on SATURDAY, the 13th instant,
at 4 P.M.
For Freight or Passage, apply to
SIFMSEN & Co.,
Hongkong, 11th June, 1896. [963]"BEN" LINE OF STEAMERS.
FOR LONDON, VIA SUEZ CANAL.
The Steamship"RENEDE,"
Captain Farquhar, will be despatched as above
on the 14th instant.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 11th June, 1896. [977]OCEAN STEAMSHIP COMPANY,
FOR LONDON, VIA SUEZ CANAL.
The Company's Steamship"TEUCER,"
Captain Riley, will be despatched as above on
THURSDAY, the 12th instant, at Daylight.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 11th June, 1896. [994]CHINA NAVIGATION COMPANY,
LIMITED.
FOR SINGAPORE, BATAVIA, SAMARANG
AND SOERABAYA."HUPEH,"
Captain Quill, will be despatched on THURS-
DAY, the 12th instant, at 4 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 11th June, 1896. [1015]

Intimations.

DAKIN, CRICKSHANK &
COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA-WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear com-
parison with the best English Manufactures.
Special terms to HOTELS, CLUBS, MESSERS and
other Large Consumers.
Any complaints should be addressed to the
Manager.
Hongkong, 3rd May, 1896. [1427]A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINES
AND
SPIRITS."ALL these are selected by our London House,
bought direct at first hand, imported in wood
and bottled by ourselves, thus saving all inter-
mediate profits, and enabling us to supply the
best goods at MODERATE PRICES."
[999999]

PRICE LISTS.

PORT after removal should be rested a month
before use. When required for drinking at
once it should be ordered to be decanted at
the Dispensary before being sent out.SHERRY—Excellent Dinner and After Dinner
Wines of very superior vintage. All are
true Xeres Wines.CLARET—Our Claret, including the lowest
priced, are guaranteed to be the genuine
product of the vine of the grape and are not
artificially made from raisins and currents
as is generally the case with Cheap Wines.BRANDY—All our Brandy is guaranteed to be
pure Cognac, the difference in price being
merely a question of age and vintage.

Intimations.

WHISKY—All our Whisky is of excellent
quality and of greater age than most brands
in the market. The SCOTCH WHISKY
marked "E" is universally popular, and is
pronounced by the best local connoisseurs
to be superior to any other brand in the
Hongkong market.We only guarantee our WINE and SPIRITS
to be genuine when bought direct from us in
the Colony or from our authorised Agents at the
Coast Ports.A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
Hongkong, 10th January, 1896.MARRIAGES.
At Union Church, Hongkong, on the 28th
May, by the Rev. G. J. Williams, NICHOLAS
GEORGE MAJER, Chief Officer steamer *Phara*,
C. K. Kline, to ANDREA KELLER, DUFF KELLOCK,
both of Plymouth, England.At San Francisco, on the 9th May, R.
EDMISTER, late advance agent for the Ovide
Music Company, to SIGNORINA ESTELLE BELIN-
FANTE.

The Hongkong Telegraph

HONGKONG, THURSDAY, JUNE 11, 1896.

(Special to Hongkong Telegraph.)

TELEGRAMS.

THE CANTON-PEKING
RAILWAY.THE NEGOTIATIONS BROUGHT TO
A SUCCESSFUL ISSUE.AN ENGLISH SYNDICATE
FINANCES THE
BUSINESS.

SHANGHAI, June 11th.

5 p.m.

A telegram has just been received from
Peking conveying the intelligence that the
Cantonese syndicate which has been
trying to get a concession "to construct a
railway from Canton to Peking" has at
last brought its negotiations with the
Chinese Government to a successful issue,
a concession to construct the line having
been granted to one, Ho Kai. The
estimates submitted to the Government
set forth that the line, when in proper
working order, will have cost the Syndi-
cate Taels 400,000,000. It is added that
an English syndicate has already paid
Taels 10,000,000 to the Government as a
guarantee that the work will be carried
out strictly in accordance with the pro-
visions of the agreement entered into with
the Government.

THE WRECK OF THE "ANDING."

It has now been ascertained that all the
men who were on-board the *Anding* when
she sank alongside H.M.S. *Archer* were
either rescued by the *Archer's* boats or
succeeded in keeping afloat until picked
up by sampans and other native craft.

REUTERS' MESSAGES.

EGYPT AND THE SOUDAN
EXPEDITION.

LONDON, June 9th.

Sir Michael Hicks-Beach stated in the House
of Commons that the Government was consid-
ering whether it would in the Parliament to aid
the Egyptian Government; and that there was
every hope of the decision of the mixed tribunal
being reversed.ANOTHER DEFEAT OF THE
DERVISHES.The Dervishes have suffered a further defeat
at Souda, which position the Egyptians now
occupy.

LOCAL AND GENERAL.

THERE were six cases of plague to-day—five
in the city and one in Kowloon.It is reported that the Royal Navigation Com-
pany of Netherlands-India has sold one of its
steamers, the *Sindora*, to the Japanese Govern-
ment for 90,000 guilders.The steamer *Ambrosia*, says the *Strait Times*,
was sold by auction at Batavia on the 23rd
ultimo for a trifle over 20,000 guilders; the buyer
being a Siamese, who procured the vessel for a
Bangkok firm.At the end of last month the cholera epidemic
at Pekan (Straits Settlements) was increasing
and the Malay inhabitants were greatly alarmed.
The hospital was then daily besieged by people
calling for cholera medicines and for disinfectants.A CHINESE trader named Choo Sze Theng
failed at Sourabaya about three weeks ago.
The Sourabaya *Courant* says that indignation
in consequence runs high among the firms which
used to deal with him, and which had a high
opinion of "Theng," as he was termed. His
liabilities came to 70,000 guilders.That coffee planting in Selangor is on the
"boom" appears evident from the information
supplied to the *Strait Times* by a correspondent
who has been on a tour of inspection in the
planting districts of Selangor. This correspondent
states—"I was much surprised at the large
quantity of land that is now being planted, and
has already been planted, with Liberian coffee,
which is doing well. I estimate the exports
of coffee from Selangor in 1900 at over a million
dollars worth, and it will probably increase to
many millions if the present rate of planting
continues."The body of a Chinaman named Lam Chow,
24 years of age, who disappeared from the
British steamer *Argyll* while that vessel was
under way in the Saigon river on the 27th ulto,
was, according to the *Courrier de Saigon*, recov-
ered on the 6th inst.SUGAR planters in Java at the date of latest
advices were holding on to stocks. Sugar is
expected to keep high in price owing to the
destruction of the Cuba crop. But, says the
Strait Times, some experts do not look so hope-
fully at the future, owing to news of extended
beet cultivation in Germany, and the spread of
the bounty system there.HARMSTON'S mammoth show has, according
to the *Strait Times*, made "things too hot in
Singapore for William's Circus," so on the 2nd
instant the manager of the latter decided to
make his final bow before a Straits audience at
a farewell performance given for his own benefit,
the leading attraction billed being the appear-
ance of the great Mr. Love (manager of Harm-
ston's) as a clown. The idea of Robert Love
becoming a clown!APPROXIMATELY, says the *Straits Free Press*, the
abatement made by the Crown Agents from the
salaries of Civil Servants at Home for the
Widows and Orphans Pension Fund is four per
cent on the salary, calculated at 4s. to the dollar.
The Fund receives the value of the abatement at
the current rate—say 2s. 1d. to the dollar. Who
appropriates the 1s. 1d. on every dollar?
"Woe unto ye . . . for ye devour widows'
houses!"It was reported in London on the 8th ulto, that
at that time several more battalions of troops
would shortly leave Odessa for Vladivostok in
order to be formed into what will be termed the
Vladivostok fortress artillery. These new
battalions are to be made up from the reserves.
It was also reported that the towns and villages
in Eastern Siberia are to be brought under
military administration for purposes of conscrip-
tion, and that the inhabitants are to be drawn
into the military service in the same manner as
the Cossacks, and with similar privileges."It is an anomaly and a disgrace that the
constant inspection which has been found the
only means of protecting persons on estates
should be denied to helpless women" is the
comment of the Protector of Chinese in Persia,
who adds:—The action which we were compelled to take
at the beginning of this year in freeing all
brothels from registration has deprived the
department of one means by which it could be
of some practical assistance to the people
whose benefit it was instituted. Comment on
this policy is, I understand, forbidden by order
of the Secretary of State.DETECTIVE INSPECTOR QUINCY and a posse of
Police last night raided a so-called "club" at No.
13, Lyndhurst Terrace and arrested ten persons
who were playing *pat-kow* therein. There was a
watchman at the door on the first floor, while
inside around a table were also men engaged in
the game, one dealing. These men were all either
house-boys in foreign employ—the dealer being
the servant of a prominent Government official—
and they were at once able to put up heavy bail.
Over \$500 was found on the table and in the
pockets of those arrested. Mr. J. Hastings
appeared on their behalf at the Police Court this
morning, and after hearing part of the Police
evidence, the case was remanded until to-
morrow. The Police think that by this arrest
they have broken up the biggest and best
organized gambling establishment in the colony.The London *Times* states that when news of
Mr. McKinley's candidacy for President of the
United States reached Vienna "it created a bad
impression on the Bourse." Commenting on
this intelligence, which was wired to the United
States, the *San Francisco Chronicle* expresses
itself thus:—"We fear the European Bourse
will have to make the best of a bad turn,
for the fact cannot be denied that the
people of the United States are here-
after going to look out for their own Bourse.
They have reached the conclusion, after many
unhappy experiences, that benefits, like charity,
ought to begin at home. The process of sending
their gold to Europe to buy things which they
could make for themselves and of hiding the
same gold back at a large interest rate to
pay the running expenses of their
Government has really begun to pall on American
taxpayers. One must regret that all this has
made a 'bad impression' abroad, but enlight-
ened self-interest would appear to teach that
one of the cares of American legislators should
be to make good impressions at home."GREAT importance, says the Berlin correspondent
of the London *Standard*, is attached to the
negotiations, which L. Heng-chang has been
engaged in for some days with the leading
personages in St. Petersburg, especially with
M. de Witte, Minister of Finance, who is regarded
as particularly anxious to conclude a treaty with
China. Mr. Carson's repeated declaration that
Russia denies the existence of any treaty is
recognized as perfectly correct, but well-
informed Russians frankly admit that steps have
already been taken for the extension of territory
without a treaty, and that Russian officers are
surveying the country through which the Siberian
Railway is to run to some 100-free port. The
line is to start from Chita, in the Trans-Baikal
territory, and will be about 1,600 versts in length.
M. de Witte is the more interested in the
building of the Chita-Port Arthur line, as he
is convinced that Russo-Chinese commercial
relations, which are not at yet very important,
would be considerably extended by it, and a
great part of China opened to Russian commerce.

MEMORANDA.

TO-MORROW—12th June.

English mail due.
2.30 p.m.—Auction of ladies' drapery goods, &c.,
at the Hongkong Trading Co.'s premises,
by Mr. G. P. Lamont.SATURDAY—13th June.
2.30 p.m.—Auction of ladies' drapery goods, &c.,
at the Hongkong Trading Co.'s premises,
by Mr. G. P. Lamont.3 p.m.—Rifle Brigade Battalion Regatta, at
Bay View.5.30 p.m.—By kind permission of Major Raitchell
and Officers, the Band of the Hongkong
Regiment will play in the Public Gardens.The Hon. Treasurer of the Alice Memorial
and Nethercole Hospitals begs to acknowledge
with thanks the following donations to the
funds of the Hospitals:—
Right Rev. Bishop Burton, D.D., \$35
Ip Chuk Kai, 15The seventy-first annual meeting of the Scottish
Union and National Insurance Company
(Messrs. Gibb, Livingston & Co., Hongkong
Agents) was held at Edinburgh on the 6th
May. The report stated that during 1895 1,170
new life policies had been issued, amounting to
£597,820, and yielding in premiums £25,053.
The claims by death and by the maturing of
policies including large bonus additions amount-
ing to £304,548. The life and annuity funds
amounted to £3,495,081, the fire premiums
received amounted to £128,004 and the claims
and other out-goings to £162,600. The surplus of
£66,295, together with the sum carried forward
of £121,036. Out of this £50,000
had been carried to the fire reserves and a divi-
dend was declared at the rate of 16 per cent.
with bonus of 15 per cent, leaving a balance of
£18,526 to be carried to next year's account.
The paid-up capital and reserve and other funds
belonging to the shareholders amounted to
£2,079,046. The total funds to £4,473,333.
The report was approved. Sir Arthur Halkett,
Bart., and Mr. John Jordan, directors, who
retired by rotation, were re-appointed. Mr. Jas.
A. Molleson, C.A., was re-elected auditor.The *Broad Arrow* exposes the unfairness of
red-tape excesses in the following lucid
paragraph:—"Long ago we advocated the aboli-
tion of 'April clothing' in favour of the system
which has now for some time been in force, and
we are still in hopes that the rest of our pro-
gramme may yet be adopted. Reform has thus
far resulted only in the simplification of the quar-
termaster's clothing account, and in permitting
each individual soldier to receive new clothing
on the anniversary of his enlistment in place
of upon arbitrary dates. What is still needed is
the entire abolition of quartermaster's stores and
the institution of garrison stores at every station.
This would save thousands of pounds for trans-
port of regimental baggage. Secondly, every
soldier should receive clothing allowance, and
such garments as he might stand in need of
should be purchased from the garrison store
from time to time. The present compensation
system is a delusion. Say, for example, that
Private Atkins has not a serge fit for parade on
April 15th, 1896, and is ordered to buy a new
fit accordingly does so out of his pay. But
this man may be entitled to a new serge on, say,
June 1st, and although he has already purchased
his new one on April 15th he cannot draw the
compensation for that to which he is entitled
June 1st, 1896, until May 31st, 1896. This is
grossly unfair, because if he chose to take the
garment itself on June 1st, 1896—in spite of the
fact that he had no need of it—there is nothing
to prevent his doing so. In fact, postponing the
compensation for twelve months is nothing more
or less than a grossly unfair and simple."THE St. Petersburg *Bouris Gazette*, one of
the organs of M. de Witte, the Minister
of Finance, states:—"The probability of a
Russo-Chinese agreement cannot be denied.
Russia's relations to China are older than those
of almost any other European Power. They
date back for centuries, and have borne, for the
most part, a peaceful commercial character. On
the Pamirs, in Kokand, in Kischta, and on the
Amoor, there is constant direct intercourse with
the Chinese, or the populations subject to them.
Since the opening of the Suez Canal the sea
trade also has developed. To Russia a friendly
intervention, and the conclusion of a loan
agreement by Russia delivered the Celestial
Empire from the hostile army. On the other
hand, the founding of the Russo-Chinese
Bank gave new life to the commercial
relations between the two countries. These are
unmistakably sound reasons for re-formulating
their Treaty relations. The building of the
Siberian Railway still further enhances the
importance of an agreement. The continuation
of the railway southwards, and to the ice-free
ports of the Gulf of Pechili, gives Russia and
all Europe a straight road to the Pacific. This
railway may be said to lead to our commercial
relations with China and fresh to the colonisation
of the adjacent desert tracts. Russia has no
occasion to interfere with China's internal
affairs. Let the Chinese remain Chinese, a
peace-loving people, without menace to their
neighbours. Russia is interested in the protection
of her East Asiatic possessions, while it is
important for China to be able to lean on an
alliance with the Russians in defending her
territories against Japanese and other attacks.
Peaceful and unselfish relations equally render
the Russo-Chinese relations of mutual interest
between Russia and China, and if the arrival of
the Extraordinary Chinese Mission improves
them in any respect, it would be a matter of
congratulation."How some popular authors work is told by Mr.
G. B. Burgh in the April *Idler* (London). "Dr.
Conan Doyle, like Sir Walter Besant, scorned the
use of the typewriter, and writes his own copy.
His day's work varies from a thousand to two
thousand five hundred words. If he is writing
about a speech he begins by reading every
book that bears upon it. This he usually does
while writing another book. He takes copious
notes, and then rearranges them in long lists
under the heading of different characters, getting,
for example, everything about archery under the
heading of 'Archer,' and everything about a
knight or monk under these headings. Dr.
Doyle believes the most potent method to be
that which is based on long notes upon facts, as
for instance, in his great novel, 'Uncle Dr.
Doyle' and 'The Hound of the Baskin's.' Mr.
Doyle and Mr. Besant, Mr. Rider Haggard
dictates his story to a secretary. He likes to
work five hours a day. He is supposed to begin
at 10.30 every morning, and he dictates till
lunch time. Then he breaks off for a brief
interval, and works again for two and a half
hours after lunch. When he is regularly
at work on a book he renounces for an
hour after dinner—that is to say, if he
has not quite made up his mind to a plot in his
head, and straight on and makes few alterations.
Mr. Stanley Weyman, we are told, writes very
slowly and corrects much. He will begin with
a rough copy of a page or two, seldom more;
then he makes a fair copy of this, and so on to
the next paragraph. He never does more and
sometimes less than a thousand words a day.
It is a common experience with him to find that
the story leaves the lines on which he has placed
it, and he is forced to leave his pen and take
the unfortunate 'leading gentleman' is left
behind in the background. He believes that
the morning hours has gold in its mouth, and he
writes between five and seven, but he seldom
sits down to work without a groan. More than
half of what Mr. George Gissing writes goes
into the fire. The first volume of one of his
earlier works was written seven times. Mr.
Grant Allen writes regularly every day from 9
o'clock until 5.15, and from 7 P.M. to
6.30 on 7.15, writes after great deliberation,
and takes infinite pains."EARWIG, who secured third place in the Derby
on the 3rd instant, is a br or b/c by Hampton,
Wriggle, and ran five races as a two year old,
winning two of them. He first raced at Good-
wood in the Halesaker Stakes, which was won by
Snowy Corrie, 8-9, T. Loates, Earwig 7-12
(Allsopp) being beaten three parts of a length.
Eight others ran. The winner started at 6-7.
Earwig 100-8, Macbride being the favourite at 5
to 2. At the same meeting carrying 8-12 (Allsopp)
he was placed in the Molecombe Stakes to
Rampton, 8-12 (M. Cannon), Faversham,
8-12 (T. Loates), Burgoist, 8-9 (G. Chaloner).
At Doncaster he won the Prince of Wales'
Nursery Plate (handicap) carrying 7st 10 lbs.
(Finlay), beating Vitellus, 7-7 (Madden), by four
lengths, Vinculum, 6-7 (Ward), a neck off third,
10 others running. Snowy Corrie and Palace
Gato started equal favourites at 8-1. His next
appearance was in the Middle Park Plate
which, with young Mr. Whit, he won.
He then ran in the Doncaster Plate at
the Houghton Meeting, which he won by two
lengths from Knight of the Thistle, Helm, and
two others. Betting 7 to 4 on—Jockey, F. Pratt.
He did not run in the Newmarket Stakes at the
Second Spring Meeting, which was won by
Galeazzo in the same stable, the winner being
quoted at 100-12.An exceedingly interesting article, containing
good news for the manufacturers and artisans of
Lancashire, appeared in a recent issue of *The
Times*. It describes nothing less than the super-
cession of the silk worm. That industrious and un-
fortunate little animal will now be able to decide in
his own glutinous person whether it is better to
be and suffer, or not to be at all. For in future
silk is to be made by forcing woodpulp through
a series of glass tubes, each ending in a minute
hole, the filaments which issue from these being
spun together, de-colourised, and woven into
artificial "silk" stuffs, richer, more brilliant,
and more susceptible to the dyer's art than
natural silk itself. It is, indeed, asserted
that only an expert can tell the artificial
from the natural products, and that even
the shopkeepers who are already selling them
in London and Paris have not realised the
change that has been brought about. A factory,
to cost £50,000, is to be built near Manchester,
and six weaving firms have already arranged to
take its total output, even before a single brick
has been laid. The patents control the matter,
and the importation of the new fabric will not be possible,
and its manufacture will thus be a British
industry. As over £17,000,000 sterling of
raw cotton and raw silk was imported into
Great Britain last year, it is confidently believed
that a large proportion of this will be superseded
by the "glass silkworm."

THE "COMPETITOR" AFFAIR.

CAUSES MORE FRUITION BETWEEN AMERICA
AND SPAIN.From latest files of American papers we learn
the following details of the *Competitor* affair,
respecting which Reuters lately telegraphed that
it was likely to lead to war between the United
States and Spain.—The *Competitor* was a
filibustering vessel carrying arms to the Cuban
insurgents, which was captured by Spanish
vessels before she reached her destination.
Five men, three of them claiming American
citizenship, one British, and one Spaniard, were
tried by court martial on a charge of piracy and
sentenced to death. The American Consul-General
in Havana protested against the sentence as being
in violation of Spain's treaties with the United States,
by which American citizens are entitled to be tried by the
Civil Courts. Representations were made at the same
time to Secretary of State Olney, who protested
through the Minister to Spain, against the
sentence being carried out. At the same time
the British Consul at Havana pleaded for
clemency to be shown to the British prisoner.
The Spanish press and people resent the
interference, as they attribute the successes
attained so far by the insurgents mainly
to the aid given by Americans, and so
threatened riot, while the Commander-in-
Chief of the Spanish forces in Cuba and
two of his Generals threatened to resign
if the sentence was not carried out.
The English and American press combined to
express abhorrence of the bloodthirsty atrocities
of the Spanish troops, pointing to a somewhat
partial case in 1873, when the "massacre" of
the crew of the *Virgen* excited the horror of
the world. The Spanish Government, between
the danger of an internal revolution and that of
the United States actively interfering in
the Cuban struggle to the disadvantage
of Spain, on the 11th May gave orders that the
execution should be postponed pending a review
of the case by the Supreme Military and Naval
Court; and there the matter rested at the date
of our last advice.

SIGNORINA BELINFANTE WEDDED.

By the American mail which arrived here on
Sunday news was received of the marriage at
San Francisco, on the 9th May, of Signorina
Belinfante, the popular contralto singer who has
touring the Far East last year, to Mr. R. Edmister,
who came here some three months ago as
advance agent of the Ovide Music Company.
After making the preliminary arrangements for
this Company Mr. Edmister completed his
engagement and left for home. The story from
this point is told in the following extract from
the *Prisco Chronicle* of the 10th ulto:—The sequel to a romantic story of love at first
sight took place yesterday, when Signorina
Belinfante, the blind contralto, was married to R.
Edmister, the well-known agent, who has
arranged for her concerts since her arrival here
from the Orient.Of course the expression, "Love at first sight,"
must be used advisedly in the young lady's case,
because she is slowly losing even the sense of
distinguishing day from night, and could not
tell, except from the remarks of other people,
what a dashing, good-looking young fellow Ed-
mister was.It was the agent who fell in love at first sight,
and made love so persistently that his ardour was
rewarded yesterday by the marriage above
mentioned.The couple met about two months ago in
Hongkong. Edmister, who has been for five
years with the well-known impresario, Major
Pond, had gone to the Orient as agent for Ovide
Music, and was about to embark for home again
when he met the handsome young contralto,
who had just come from a successful concert
tour in Japan and Siberia.Miss Belinfante's lady companion, who had
accompanied her from Europe, had contracted
malaria in Hongkong and had been forced to
return to Italy. The singer was alone and help-
less, in spite of her independent spirit, when she
met Edmister met on the eve of embarkation
for San Francisco.The agent fell in love on the spot of the
moment, and he was filled with satisfaction to
learn that Miss Belinfante was to sail in the
steamer in which he had arranged to travel.
There were a thousand ways in which he couldrender himself useful and acceptable to her on
the voyage, and he did not neglect one of them.
He carried her deck chair, helped her up and
down the stairways, wrote her letters, read her
correspondence, and in fact made himself almost
indispensable to the blind singer.Since arriving in San Francisco the ardent
swain has not slackened any of his attentions,
and though Miss Belinfante was at first inclined
to look upon him with a merely platonic regard
the marriage yesterday proves that she has at last
succeeded in persuading her to change her
opinion.The fact is that the young lady has been
exceptionally sought after, and Edmister knew
that his only chance lay in capturing his lady
love while she was under the spell of all the
good offices and little attentions he has so
patiently performed for her.FIXING UP THE DIVISION OF
CHINA.RUSSIA TO TAKE MONGOLIA AND TWO
ORIENT PROVINCES.Under the above head-line the *New York
Sun* published on the 1st ultimo the following
as "a cable despatch" from its special cor-
respondent in London:—It has been pointed out frequently in these
despatches since the close of the Chinese
Japanese war, that greater events in political
history are impending in the Far East than in
Africa, Turkey, or Europe. Signs multiply that
these events will soon be made known, with what
effect upon the relationship of the great powers
of Europe it is impossible to foresee.It has been widely anticipated that the division
of the Chinese Empire would be one of the
inevitable, though perhaps distant, effects of
the war with Japan. It was naturally expected
that if this took place it would be by means of
conquest or internal revolution. If there is any
truth in the reports which have been coming
from various sources during the last few weeks,
it will not take place by either of these means, but
by treaty and with the consent of the existing
Chinese authorities.The most important and circumstantial of these
reports is a communication made public this
afternoon by the London *Globe*, one of the most
careful and Conservative London journals, which
has many times proved the value of its sources
of information in the Far East. This letter is
written by an Englishman who during the last
twenty years has been in closer confidential rela-
tions with the Chinese Government than any
Ambassador accredited to Peking.

The letter reads as follows:—

"On the termination of the late war with Japan
the Chinese Government had to consider the best
way of patching up the seven empire, or, failing
that, securing some powerful outside friend who
would for a consideration act as a protector.""This momentous question had been under
consideration for some time when I received a
visit from a Chinese official, who occupied at that
time a position of high importance.""Ultimately he gave me the rough outlines of
the arrangement which, whether framed in a
secret treaty or not, now exists between St.
Petersburg and Peking. The Chinese Govern-
ment, he informed me, making certain that
Russia would sooner or later relax its northern
territories, and would be forced to recognise its power-
lessness to withstand such aggression, deter-
mined to make friends with the Tsar by
surrendering to him in perpetuity Mongolia,
Manchuria, and Shin-King, inclusive of the Liao-
tung peninsula and Port Arthur. The new
Chinese frontier will begin at Shan-hai-kwan
and run along the great wall for a considerable
distance, thus reducing the empire to more
manageable dimensions.""In return for this enormous concession of
territory, Russia covenants to afford protection
to what remains of the Celestial empire. I
asked, when my informant had proceeded so
far, 'would not either European power, especially
England, be certain to take action in defence of
their interests?'""That has been provided for," replied my
friend. "In the event of England giving trouble,
Russia would stir up war in other parts of the
world to afford full employment for the British
forces. To guard against an attack on the seat
of government the capital will be removed from
Peking further inland, probably to the chief city
of Shanai Province.""After referring to the geographical relations
of Russia and China my informant proceeded to
point out that it was not until after a long debate
that the Emperor and his advisers made a selection
of Russia as the future protector of the Chinese

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

LAICHIKO HOSPITAL.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
SIR.—In reply to your correspondent "W.Y." who addressed you on the 6th instant, I would suggest that the best precaution for the protection of the public health of Hongkong is to get rid of the plague patients in the quickest possible manner, by placing them out of the colony, instead of allowing them to be strolling, as it were, here week in and week out. To that end (i.e. getting rid of them) the Laichiko Hospital was put up to meet the needs of the people, by Chinese philanthropists from Hongkong. The result from the 18th May last to the 8th June, is as follows:—

Admitted	Males	140
	Females	95
Died	Males	66
	Females	50
Cured	Males	58
	Females	34
Remaining under treatment	Males	23
	Females	13
Corpses picked up on the beach, coffined and buried		44

From these figures it is clear that nearly fifty per cent. of the plague patients were cured and their lives thus saved. It seems to me that whenever there is an evil some remedy can be found for it, and that those who were not cured either went to the hospital too late or were so far gone as to be hopelessly beyond human aid. Infection no doubt is a danger, but according to my view of the case, infection exists more in theory than in reality. This seems clear when we take into consideration the large number of attendants to the plague patients in the hospital, and the coolies employed in carrying the dead bodies daily to and from the hospital, and the undertakers who handle the corpses of the victims. None of these classes of native helpers and workers among the dead and dying have, as far as I can gather, been laid low with plague.

It is owing to the opening of the Laichiko Hospital, I believe, that the cases reported in Hongkong are becoming less and less every day, and therefore for the timely rescue and assistance rendered by the Committee of the Laichiko Hospital the Hongkong public might well be grateful.

With reference to the water-boats getting their supply from the streams near Laichiko, said streams run a long way from the burling ground, and I may add, I understand that the Customs Staffs in the district are still drawing their water supply from the streams, which it is supposed (erroneously, I think) may be contaminated with plague germs owing to the existence of this hospital at Laichiko and the burial-ground in the immediate vicinity thereof.

Yours truly,

JUSTICE.

Hongkong, 10th June, 1896.

RE THE DERBY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
SIR.—In Friday's issue of your valuable paper I see you give *Peristomion* time of 4m. 45sec. as the record for the English Derby Stakes. Now as it is only right to give honour where it is due, if it is only a horse, I think *Intrepid* must "take the cake," as in 1893 he did it in 2m. 33sec., if memory fails me not, and if it were not in these days of second-splitting I would go one further and say *Argyll's* time was equal to *Peristomion's*, as he also did it in 2m. 42 1/2 in 1888. In excuse my card and remain, Yours faithfully,

SPORTSMAN.

Hongkong, 10th June, 1896.

Reuter stated that *Peristomion* made a record by negotiating the Derby distance (1 mile 4 furlongs and 20 yards) in 2m. 42sec. This seems correct, for in *Ruff's Guide to the Turf* (1895) the Derby times are given from 1846. According to this table, in 1861 Colonel Towse's *Kittidrum* won this race in 2m. 43sec., *Merry Hampton* (in 1887) and *Argyll* (in 1888) taking 2m. 43sec., for the fourth year in a row. *Argyll's* time was 2m. 43sec. and last year Lord Rosbery's *St. Victor*, the winner, came home in 2m. 43 1/2-5th sec.

THE SOURCE OF MALARIA.

According to Dr. Bachmann, who writes on the subject in the *Journal of the American Medical Association*, the word "malaria" is extremely ill chosen, if the name is to give any clue to the facts instead of representing mere tradition. He insists that observation has clearly demonstrated the propagation of the disease not by "malaria" (bad air) but by "malicia" (bad water). In other words, the malarial germ lives in moist ground and is taken largely into the system with drinking-water. This view harmonizes pretty well with the recent discoveries regarding the connection between mosquitoes and malaria, for these make it probable that the germ when it leaves the insect finds its way into a human victim with food or drink. Says Dr. Bachmann:—

"The germ, which is of soil origin, is strictly a protozoa, and reaches its highest development in low, moist ground—with a favourable temperature. Surrounded by the proper soil conditions, the protozoa passes from one stage of life into another with extraordinary rapidity, so that in the present state of our experimental knowledge it is impossible to identify it; nor is it probable that by culture we shall be able to produce the accepted Laveran germ outside of the human system."

As a rule, the potable water from the malarial districts is derived from driven wells not over twenty-two feet deep, in soil with clay or some other impervious stratum, which water is generally cool and palatable, often sparklingly clear, but more frequently a little turbid. This water is filled with an incalculable number of these germs in all stages of development; and if used as a potable water they naturally find their way into the system through the alimentary channel. This protozoa passes through so many forms or stages of life that in some stages it is light enough to float and be transported by the moist air of low grounds, but in this state it is comparatively harmless, except under most extraordinary conditions it is not until the surface water is used that the real mischief begins, when, by reason of higher development, it has become much more virulent than that floating in the air. A very short period of incubation is sufficient to develop a severe case of malarial fever in the new-comer who uses the surface water.

From personal observation I know that the exclusive use of pure, deep-set water affords a sure immunity against malaria in sections of country where no white man dared live using the surface-water. Nor must it be understood that the exclusive use of pure water, by itself, affords a guarantee against the disease, for the malarial germ, which acts as the direct carrier of the germ into the system through the alimentary tract.

THE VICTORIAN ORDER.

It is said that the new Order of Knighthood instituted by her Majesty the Queen, and which is styled "The Royal Victorian Order," will be conferred on the Viceroy of India and the Commander-in-Chief in India. The creation of the new Order has been for some time under consideration. It will be conferred by her Majesty upon those among her own subjects or the subjects of foreign States whose services to herself she desires to recognize by the bestowal of a high distinction. So far as the general regulations connected with it are concerned, the new Order approaches more nearly to the Family Order of foreign monarchies than to any Order at present existing in the British Empire. It will consist of several classes, in the first class, which will be very much restricted, the royal princes will be included, but very few others besides them in England. The Royal Victorian Order will rank next after the Order of the Indian Empire.

It may be of interest to recall the number of new decorations instituted in the present reign, in the order in which they are given in Burke:—

- 1.—The Most Exalted Order of the Star of India, 1861.
- 2.—The Most Eminent Order of the Indian Empire, 1878.
- 3.—The Distinguished Service Order, 1886.
- 4.—Royal Order of Victoria and Albert (Ladies' Order), 1886.
- 5.—The Imperial Order of the Crown of India, 1886.
- 6.—The Victoria Cross, 1856.
- 7.—The Volunteer Officers' Decoration, 1892.
- 8.—The Royal Albert Medal—(a) For saving life at sea; (b) For saving life on land, 1866.
- 9.—The Royal Red Cross, 1883.

The Queen has further, during her reign, extended and enlarged the Ancient Order of the Bath, and of St. Michael and St. George.—*Rangoon Times*.

LEGAL INTELLIGENCE.

SUPREME COURT.

IN APPELLATE JURISDICTION.

(Before the Full Court.)

June 11th.

AN OLD OPIUM CASE.

This was an appeal upon a question of law from a decision given in the Police Court in the case of J. Leonard, P. C. 111, v. Lun Sing Sang and Ho Tai San, the Opium Farmers.

Mr. J. J. Francis, Q.C. (instructed by Mr. H. L. Denny), appeared on behalf of the appellants, the respondent being represented by Mr. H. E. Pollock, Attorney-General, instructed by Mr. A. B. Johnson, Crown Solicitor.

Mr. Francis, in opening, said the proceedings were taken under sections 99 to 103 of the *Magistrates Ordinance*, and upon a case stated by the Police Magistrate under the provisions of section 100 of that Ordinance. The case as stated by the Magistrate was that the appellants caused four chests of opium to be moved between 7 p.m. of the 16th and 5 a.m. of the 17th June last without a permit during prohibited hours. The appellants were found guilty and ordered to pay a fine of \$350 and the opium was forfeited. Mr. Francis then pointed out that the conviction was under section 99 of the *Magistrates Ordinance*, and under section 6 of the *Opium Ordinance*, No. 22 of 1891. Under these sections the persons moving opium must procure a permit from the Superintendent of Imports and Exports to move during prohibited hours and this permit must be exhibited to the Opium Farmer. In this case a permit to move during the day was obtained, but none to move after hours. Upon the hearing of previous appeal arising out of the same case it was decided by the Supreme Court that the persons actually moving the opium, i.e., the coolies or boatmen, were not the persons liable for the breach of the law, but that the owners were the parties liable. After that decision had been given the present conviction was found. It was contended by the appellants, however, that there was no evidence before the Magistrate to show that the appellants "allowed" the opium to be moved during prohibited hours, and Mr. Francis contended that there certainly was nothing in the case stated by the Magistrate, behind which he hid the Court could not go to show that the appellants allowed it. The only evidence in the stated case showing the ownership of the opium by letter. This letter was not, however, attached to the stated case, and Mr. Francis submitted that there was nothing before the Court to show that the defendants had committed a breach of the Ordinance. He then cited the case of *Somerset v. Wade* (1, Q. B. 1894, p. 574) in support of his contention.

After hearing the Attorney-General in support of the Magistrate's decision, and again Mr. Francis, the Court upheld the decision. His opinion was that the appellants were liable in this case and in a previous appeal based on the same seizure.

THE WEST PILBARRA GOLD MINE, LIMITED.

SINGAPORE, June 3rd.

Reference to our advertising columns will give information of the West Pilbarra Gold Mine, Ltd., Western Australia, to acquire which it is proposed to float a company in Singapore with a capital of \$100,000. It may be noted that the amount of capital is not large, about \$10,000, while the reefs are spread over an area of 30 acres. Originally selected by Mr. B. T. Knight, the vendors, a Singapore syndicate, have expended upwards of \$18,500 in prospecting and other operations, and are taking up full paid-up shares. This is a pretty safe indication that the vendors believe they have a good thing to place on the market. The cost of placing machinery on the mine is put at £2,400, and £10 a week will be required to keep the mine at work till the machinery is erected, estimated at five months. Thereafter the weekly cost is estimated at \$37 1/2 and the output 112 1/2 oz. of gold, worth £450.

Mr. Knight's report on the work sets out that seven reefs have been discovered, and 250 tons of ore, estimated to realize £1,500 when treated, have been won. There is water at a depth of 50 feet.

The share list closes on June 25th at the Hongkong and Shanghai Bank. The list of directors comprises well-known names, a guarantee of the soundness of the company, and we understand that a good number of the 3,500 shares offered to the public have already been applied for.—*Singapore Free Press*.

THE MANCHESTER SHIP CANAL AND CHINA LINERS.

More than six months have elapsed since the China Mutual S. N. Co. discontinued their direct steamship service between Manchester and China, and although the steamer of the Ocean Line has maintained a service at intervals, the opportunities for shipping from this port to the Far East, via the Ship Canal, have of late been very much less frequent than during the spring and summer of 1895. The China Mutual Line has had the distinction of tending to Manchester the largest steamer which has ever navigated the canal—viz., the *Myone*, a vessel 410 feet long and of 4,640 tons gross register, and a long absence of any vessels of the line from the Salween has had a naturally occasional good deal of comment. The cessation of the service has been attributed to the unaltered liability which might be occasioned by their steamers to the permanent works of the canal, and also to the danger to large vessels in passing the tidal openings in the estuary portion of the waterway, except at certain times of tide. Whatever may have been the reasons which led the company to stop loading their boats here, they have apparently been removed, and we (L. & C. Express) learn that the direct sailings of the China Mutual from Manchester are to be resumed this month. The steamer *Nagasaki*, 2,703 tons gross register, which closed at Glasgow on the 18th instant, will, after receiving cargo there, come up the canal to load for her usual ports up to Yokohama. The last day for receiving cargo in Manchester will be 23rd May, after which the steamer will proceed to Birkenhead to fill up. It is hoped that the *Nagasaki* will be followed by other vessels on the China berth at regular intervals. The volume of the shipments of piece goods, hardware, and general merchandise to the Far East from the Manchester district is probably sufficient to fill a large steamer every week, and practically the whole of this traffic would be shipped via the canal if an equitable scale of rates were arranged which would give the shipper some share in the difference between the Ship Canal toll and the railway charges to Birkenhead. There is, therefore, no difficulty in regard to the amount of cargo obtainable in Manchester; the only question is whether the rates of freight hitherto charged for Manchester shipments have been such as to induce local shippers to send their packages down to the steamer loading at their own docks, or to send them by rail to Birkenhead, to be taken by the very same steamer at considerably lower rates of sea freight. It is understood that the object of shipowners in the China trade has hitherto been to quote rates which shall be as nearly as possible equivalent to the railway charges to Birkenhead, plus the sea freight thence. Sometimes it is found in practice that it costs merchants a little less to ship by the canal, and sometimes actually more than by Birkenhead. Whilst it is only reasonable that owners should get a little extra freight for the time spent in coming to a third loading port, it is surely sensible to adjust matters that both owners and shippers shall participate in the saving. It is hoped that the decision of the Mutual Company to resume their sailings is evidence of an intention to thoroughly develop the direct trade between Manchester and China.

LEGAL NOTINGS.

RIGHTS OF THE LEADER.—Has a judge any right on the trial of an action before a jury, to protest against a leader's appearance to make a speech by way of summing up his case, when the case up to that time has been opened and conducted by a junior? Such a proceeding did take place recently. The ground on which the judge based his complaint was that the case, up to the second day of hearing, having been conducted by the junior, the latter would be far more cognizant of the evidence than his leader could be, and that the appearance of the leader to sum up the case only tended to prolong the proceedings by a speech upon various topics which might have become quite immaterial or have no bearing on the evidence as adduced. The leader, however, asserted that he had read a report of the case, and was fully cognizant of the evidence of the various witnesses, and he proceeded, amid various judicial interjections, to do his duty to his client. But, surely, such comments from the Bench tend to prejudice a case in the eyes of a jury? The client had presumably retained a leader for his special qualifications, amongst others, his gifts of speech. A judge's time and a jury's time are undoubtedly valuable, but, after all, litigation exists for clients, and not to suit judges and juries.—*Law Journal*.

CONVOY.—The *Gulf of Marlaban* (s) v. the *Magde Macnair* (s).—*Admiralty Division, 25th and 26th April*.—This case occurred in the Thames. The *Gulf of Marlaban* (s) was on a voyage from Hull to London in a motor boat, and at about 12.30 p.m. on 17th January, 1895, was in Gallion's Reach in the Thames, and with her engines stopped, was awaiting the tide, drifting with the tide, with her head to the south shore, in the act of turning, with a tug fast to her starboard bow, when the *Magde Macnair* (s) was observed coming up the river, about a mile off, and bearing abait the port beam. There was a slight haze, the wind was from the W.N.W. nearly fresh, and the tide was three-quarters flood, of the force of two knots an hour. The four-blast signal was blown on board the *Gulf of Marlaban*, and the tug continued to tow at her with the object of turning her head up river. The *Magde Macnair* was watched, and as she appeared to be approaching rapidly and heading for the *Gulf of Marlaban* the four-blast signal was repeated. Notwithstanding this, the *Magde Macnair* came on at considerable speed, and with the port side about 50 feet from the stern, greatly damaging it. It was contended that the *Magde Macnair* was proceeding at an excessive speed, and neglected to keep clear of the *Gulf of Marlaban*. It was alleged in defence that the *Gulf of Marlaban* attempted to turn in the river at an improper time, and without giving any signal of her manœuvres, and that it the *Magde Macnair* could or contributed to the collision the negligence was solely that of the pilot who was negligently in charge of the vessel. His Lordship (Sir F. Jeune) held that the cause of the collision was the bad look-out on the *Magde Macnair*, and he pronounced her alone to be blame. The look-out man, he said, as soon as he saw the *Gulf of Marlaban* saw, or ought to have seen, that she was turning, but no report was made to the pilot, who did not realise at the time that that vessel was turning.

DISCOUNT ON INSURANCE PREMIUMS.—The *Glana* (s).—*Liverpool County Court, 28th April*.—The *Frederick Steam Navigation Company, Ltd.*, sued Mr. John S. Sellers, shipbroker, for £10 received by defendant as agent of plaintiffs on the premium of a marine insurance policy dated 16th March, 1895, on the *Glana*. The plaintiff Company was formed by a Mr. Kilrow, who entered into negotiations with defendant to get a charter for the vessel, and to see to her insurance. As a result defendant was instructed to effect an insurance for £20,000 on the ship for £3,000 at premium of 10 guineas per cent. The premium and stamp for this term would be

£105 5s. 1d. and on 6th April plaintiffs sent defendant a cheque for £39 5s. 1d., this amount making, with £76 in defendant's hands, the necessary sum. Defendant had put the business in the hands of some insurance brokers, who allowed 5 per cent. brokerage off that amount, and also to 10 per cent. discount. Plaintiffs were not informed that 10 per cent. discount was allowed, and it was only when they found this out. They now asked for payment over to them of this rebate. It was stated in defence that the amount allowed by underwriters to insurance agents was 15 per cent. There was a custom that the insurance agent retained the whole amount, which custom applied to cases where an agent had made himself personally responsible to the underwriters. His Honour (Judge Stansfeld), in giving judgment, said that he did not find any custom proved such as had been suggested, allowing defendant to retain the money. He thought it would be very bad policy for that to be done, as it would cut at the root of all agency. So far as the 10 per cent. discount was concerned, plaintiffs were entitled to have it refunded. Judgment was given for plaintiffs for the amount claimed.—*Fairplay*.

SHIPPING AND MAIL NEWS.

MAILS DUE:

English (*Pashawar*) to-morrow.
American (*China*) 16th instant.
Indian (*Lightning*) 16th inst.
Tacoma (*Tacoma*) 16th instant.
Australian (*Oreos*) 19th inst.
Canadian (*Empress of India*) 23rd instant.
Tacoma (*Victoria*) 1st prox.
American (*Single*) 21st prox.

The P. & O. S. N. Co.'s steamer *Rohilla* left Singapore for this port at 2 p.m. yesterday.

The Canadian Pacific Railway Co.'s steamship *Empress of Japan* arrived at Vancouver yesterday afternoon.

We are informed by the Agents (Messrs. Gibb, Livingston & Co.) that the E. & A. S. S. Co.'s chartered steamer *Oreos*, from Australia, left Port Darwin for this port on the 9th inst.

SHIPPING RETURNS.

From 5 p.m. yesterday to 5 p.m. to-day.

Kongkoff	Steamer	from	Amoy
Fookshang	"	"	Canton.
Thakia	"	"	Singapore.
Evang	"	"	Chinkiang.
Rio	"	"	Singapore.
Bydoo	"	"	Canton.
Inchun	"	"	Bangkok.
Oniang	"	"	Canton.
Sungshang	"	"	Singapore.
Urich	"	"	Manila.
Aggregating	14,050 tons register.		

Pira Chon Kiao	Steamer	for	Bangkok.
Chowat	"	"	Swatow.
Aratoun Apar	"	"	Strait.
Kwiyang	"	"	Tientsin.
Brindis	"	"	Strait.
Artil	"	"	Moji.
Doris	"	"	Chokeo.
Fookshang	"	"	Canton.
Aggregating	11,075 tons register.		

The British steamship *Sungshang* left Manila on the 8th instant, and had moderate south-west and westerly winds throughout, with dull overcast and showery weather. At 7 p.m. on the 9th passed the Spanish steamer *Montana*, steering for Hongkong.

HONGKONG AND WHAMPOA DOCK RETURNS.

Tide low

Tide low	in	Kowloon Dock.
Hand	"	"
Kwiyang	"	"
Thakia	"	"
H.M.S. Undaunted	"	"
Wandering Jew	"	Coastguardian
John Baitley	"	"
Franchise	"	"
Australian	"	"
Doris	"	"

LETTERS FOR MERCHANT SHIPS.

It is stated in the *Government Gazette* of the 6th instant that letters and papers are lying at the Post Office addressed to the following vessels:—

Address.	Letter.	Page.
Alcala	"	"
Andalucia	"	"
Australia	"	"
Amoy	"	"
Amarsin	"	"
Bentick	"	"
Changsha	"	"
Congo	"	"
Credmos	"	"
Darius	"	"
Elise	"	"
Emily F. Whitney	"	"
Francis	"	"
Flutshire	"	"
Isar	"	"
Iris	"	"
Java	"	"
Kalgar	"	"
Kirkhill	"	"
Kong Beng	"	"
Northbrook	"	"
Pack Yen	"	"
Pakhol	"	"
Peimari	"	"
Savona	"	"
Selkirk	"	"
St. Mark	"	"
Spiraway	"	"
Sutlej	"	"
Sandhill	"	"
West Water	"	"
Welmur	"	"

Food for Consumptives.—Scott's Emulsion of Pure Cod Liver Oil with Hypophosphates of Lime and Soda is a most wonderful food for the Consumptive. It not only gives strength and increases the flesh, but heals the irritation of the throat and lungs. It is very palatable; children take it like milk, and in all wasting diseases both for adults and children, it is a marvellous food and medicine. Any Chemist or Druggist will supply it.—Sole Agents for Hongkong and the Empire of China—Watkins & Co., Hongkong.—*Advt.*

Masonic.

PERSEVERANCE LODGE OF HONGKONG, No. 1,105.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zealand Street, on TUESDAY, the 16th instant, at 8.30 for 9 p.m. precisely. Visitors are cordially invited to attend. Hongkong, 9th June, 1896.

Hotels.

WINDSOR HOTEL, HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CON-NAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers. Passenger Elevator, from Entrance Hall to each floor, in charge of experienced Attendant. Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM, Proprietor & Manager.

Hongkong, 3rd April, 1895. [25]

THOMAS' GRILL ROOMS, No. 4, QUEEN'S ROAD CENTRAL.

THE most Liberal and Cheapest *Wines* in the FAR EAST.

BREAKFAST, Tiffin and DINNER by Monthly contract.

Tenders for BANQUETS and BALL SUPPERS on application.

PICNIC and SHOOTING PARTIES Supplied on the shortest notice—A Speciality.

For further Particulars, Address:—

THE MANAGER.

Hongkong, 11th January, 1896. [26]

VICTORIA HOTEL, CANTON.

(LATE SHAMKIN HOTEL, CANTON.)

MESSRS. MADAR & FARMER have the pleasure to inform their Patrons, Friends and the Public Generally that, having leased the SHAMKIN HOTEL, they have refurnished the whole Establishment, and have now RE-OPENED it under the more popular Style of VICTORIA HOTEL.

For further Particulars, apply to the MANAGER.

NEW VICTORIA HOTEL, Hongkong.

Hongkong, 10th December, 1895. [27]

FUJIYA HOTEL, MIYANOSHITA, YAMAGUCHI.

Four and a half hours from Yokohama.

FIRST-CLASS ACCOMMODATION. NATURAL HOT SPRINGS.

THE ELECTRIC LIGHT IN ALL THE BUILDINGS.

TWO ENGLISH BILLIARD TABLES.

EXCELLENT CUISINE.

S. N. YAMAGUCHI, Proprietor.

Hongkong, 2nd April, 1896. [27]

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

SPECIAL SUMMER RATES, (FROM APRIL 1ST TO OCTOBER 31ST).

One person, per day	4.00
One person, per month	87.50 to 90.00
Married couple (occupying one room) per day	7.00
Married couple (occupying one room) per month	135.00
Married couple (occupying two rooms) per month	170.00
Extra Bed Room, per month	40.00 to 50.00

For further particulars, apply to THE MANAGER.

New Victoria Hotel.

Hongkong, 2nd April, 1896. [27]

To be Let.

TO LET.

LARGE GODOWN on KOWLOON PRAYA, suitable for the storage of GENERAL CARGO or COAL.

Apply to LINSTEAD & DAVIS.

Hongkong, 4th April, 1896. [26]

TO LET.

A LARGE HOUSE at the PEAK, containing SIX BED-ROOMS and SIX BATH-ROOMS.

OFFICE and

Auctions.

PUBLIC AUCTION.

SECOND CLEARANCE SALE OF THE HONGKONG TRADING CO.

LADIES' DRESSERY GOODS, &c.

THE Undersigned has received instructions to Sell by PUBLIC AUCTION, (FRIDAY), the 13th June, 1896, AND

SATURDAY, the 14th June, Each Day commencing at 2.30 P.M., at the PREMISES of the HONGKONG TRADING CO.

THE ENTIRE STOCK OF LADIES' DRESSERY GOODS, &c., Consisting of:—
SILKS, WOOL DRESS FABRICS, PRINTS, ZEPHYRS, UNDERWEAR, HOSIERY, BOOTS and SHOES, LACES, RIBBONS, EMBROIDERIES, BABY LINEN, SUN HATS, SUNSHADES, SHAWLS, FANS, HATS, MILLINERY, FEATHERS, FLOWERS, HABERDASHERY, &c., &c., &c.

Catalogues will be issued previous to the Sale. On View from THURSDAY, the 11th June. TERMS OF SALE:—Cash on delivery. GEO. P. LAMMERT, Auctioneer.

Hongkong, 8th June, 1896. [94]

GOVERNMENT NOTIFICATION.

No. 202.

THE following Particulars and Conditions of Sale of Crown Land, by Public Auction, to be held on the spot, on MONDAY, the 15th day of June, 1896, at 4 P.M., are published for general information.

By Command, J. H. STEWART LOCKHART, Colonial Secretary's Office.

Hongkong, 30th May, 1896. [943]

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 15th day of June, 1896, at 4 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 99 Years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Containing	Annual Rent	Upset Price
			N. S. E. W.	Square Feet	Annual	Upset
Inland Lot No. 1,779.		South Kennedy No. 4.	30 30 115 115	210 180 150	35 65	268 534

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR AMOY AND SHANGHAI.

THE Steamship

"FOOCHOW,"

Captain Blackburne, will be despatched TO-MORROW, the 12th instant, at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 11th June, 1896. [952]

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896. (Subject to Alteration.)

Mount Lebanon... Monday... 15th June.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"MOUNT LEBANON"

will be despatched hence for HONOLULU, VICTORIA, B.C., and PORTLAND, OREGON, via KOBE and YOKOHAMA, on MONDAY, the 15th June.

Consular Invoices of Goods for United States Points should be in QUADRUPLET, and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to SHEWAN & Co., Agents.

Hongkong, 27th May, 1896. [882]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON AND LIVERPOOL, VIA STRAITS AND USUAL PORTS OF CALL.

(Taking transhipment Cargo for GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.) (At Revised Rates.)

THE Company's Steamship

"MOYUNE,"

C. H. Kemp, Commander, will be despatched as above on SATURDAY, the 20th instant, at 5 P.M.

For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, 5th June, 1896. [924]

JAVA, CHINA, JAPAN LINE OF STEAMERS.

UNDER MANAGEMENT OF THE ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA

PROPOSED SAILINGS. (Subject to Alterations.)

JAVA, HONGKONG, YOKOHAMA, KOBE, AMOY, HONGKONG, SINGAPORE, JAVA.

FROM HONGKONG.

S.S. Germania... To JAVA... 1 June

S.S. Germania... To JAVA... 1 July

S.S. Cassius... To JAVA... 1 August

S.S. Cassius... To JAVA... 1 June

S.S. Germania... To JAPAN... 1 July

S.S. Germania... To JAPAN... 1 August

General Agents for China & Japan, LAUTS, WEGENER & Co.

Hongkong, 4th June, 1896. [88]

Intimations.

FOR CONNOISSEURS.

EXTRA SPECIAL.

GLEN WHISKY.

\$11.00 PER CASE.

BEST VALUE EVER OFFERED.

100 A. I. TONIC.

CHAMPAGNE BITTERS.

THE BEST RESTORATIVE IS

BOVRIL WINE AND BOVRIL.

From WATKINS & CO.,

APOTHECARIES' HALL.

PHARMACEUTIC PRODUCTS OF THE FARBERWERK VORM MEISTER, LUCIUS & BRUNING HOCHST ADMAIN.

Dr. KNORR'S LION BRAND

"ANTI-PYRINE."

(DOSE FOR ADULTS 15 TO 35 GRAINS TROY)

Is the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSIPELAS, WHOOPING-COUGH, and many other complaints. It is also the very best ANTISEPTIC. Highly recommended by the Medical Faculty. Ask for DR. KNORR'S ANTI-PYRINE! Each Tin bears the Inventor's Signature "Dr. KNORR" in red letters.

"DERMATOL."

Is the best Vulnerary; its effect in stimulating the closing up of Wounds is described as amazing.

Dr. OVERLACH'S

"MIGRAINE."

(ANTI-PYRINE-CAFFEINE CITRATE)

Invaluable for MIGRAINE and of the greatest value in treating HEADACHES of definite etiology, in the HEADACHES of INFLUENZA, of NICOTINE and MORPHIA POISONING, and generally where the administration of other remedies have failed. To be had of every reputable Chemist and Druggist. Supplies constantly on hand at the

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS!

[84]

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA"

Captain R. Cass, will be despatched as above on SATURDAY, the 13th instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 8th June, 1896. [945]

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

THE Steamship

"MEMNON."

Captain B. Branch, will be despatched on SATURDAY, the 13th instant, at 3 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th June, 1896. [939]

FOR YOKOHAMA AND KOBE.

THE Steamship

"MACDUFF."

Captain T. Jones, will be despatched on SUNDAY, the 14th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th June, 1896. [935]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, CHEFOO AND NEWCHANG.

THE Steamship

"HUNAN."

Captain Fraser, will be despatched on MONDAY, the 15th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th June, 1896. [955]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"TEUCER."

Captain Riley, will be despatched as above on MONDAY, the 15th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th June, 1896. [904]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA STRAITS AND USUAL PORTS OF CALL.

(Taking transhipment Cargo for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.) (At Revised Rates.)

THE Company's Steamship

"HYSON."

J. S. Hogg, Commander, will be despatched as above on WEDNESDAY, the 17th instant, at 5 P.M.

For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, 5th June, 1896. [901]

CHINA NAVIGATION COMPANY, LIMITED.

FOR FOCHOW.

THE Steamship

"TSINAN."

Captain Ramsay, will be despatched on WEDNESDAY, the 17th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th June, 1896. [958]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"HECTOR."

Captain Barr, will be despatched as above on WEDNESDAY, the 24th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th June, 1896. [956]

Shipping.

STEAMERS.

"BEN" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"BENALDER."

Captain Thomson, will be despatched as above on the 15th instant.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 6th June, 1896. [774]

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLEGARRY."

Captain Ferguson, will be despatched as above on THURSDAY, the 18th instant, at 4 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 10th June, 1896. [939]

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"MONMOUTHSHIRE."

Captain Evans, will be despatched as above on or about THURSDAY, the 18th instant.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 10th June, 1896. [951]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Steamship

"WHAMPOA."

Captain Newcomb, will be despatched on FRIDAY, the 19th instant, at 3 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th June, 1896. [940]

"SHIRE" LINE OF STEAMERS.

FOR HAVRE, HAMBURG AND LONDON.

THE Steamship

"CARMARTHENSHIRE."

Captain Smeock, will be despatched for the above Ports on or about the 27th instant.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 6th June, 1896. [802]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, BATAVIA, SAMARANG AND SOERABAYA.

THE Steamship

"HUPEH."

Captain Quail, will be despatched on FRIDAY, the 19th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 2nd June, 1896. [915]

SAILING VESSELS.

FOR NEW YORK.

THE "100 A.I. American Iron Ship"

"W. F. OAKES."

E. W. Read, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to CARLOWITZ & Co.

Hongkong, 2nd May, 1896. [762]

FOR NEW YORK.

THE 3/3 L.I. American Ship

"LUCILE."

Ellard, Master, will load here for the above Port, and will have quick despatch.

For Freight, &c., apply to CARLOWITZ & Co.

Hongkong, 2nd May, 1896. [763]

FOR SAN FRANCISCO.

THE 100 A.I. B. Ship

"SOCOTEA."

Rohde, Master, will load here for the above Port, and will have quick despatch.

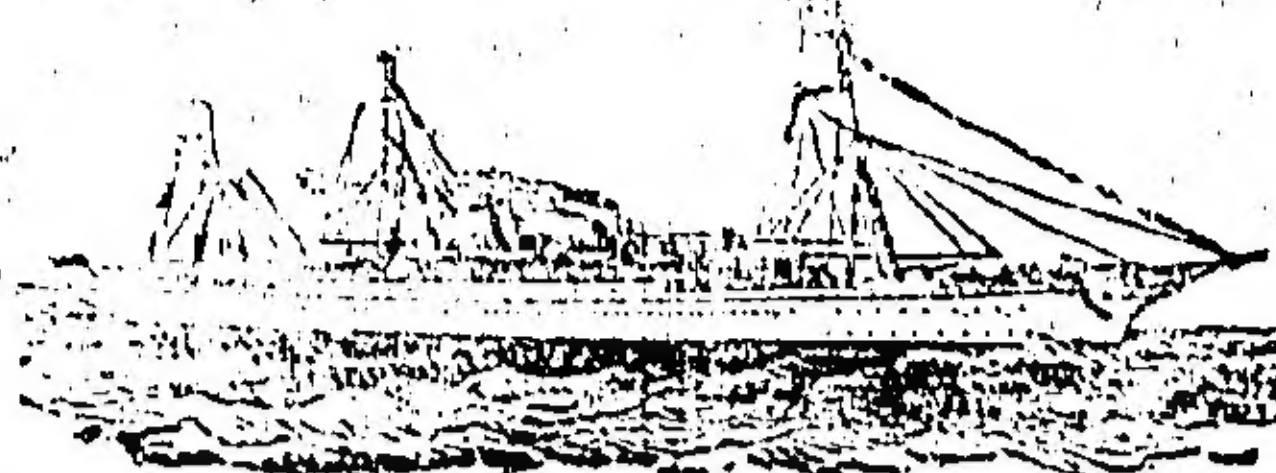
For Freight, apply to SHEWAN & Co.

Hongkong, 2nd May, 1896. [891]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1896.



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SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. H. Pybus, R.N.R...WEDNESDAY, 11th July.

EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R...WEDNESDAY, 22nd July.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 12th August.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

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For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pender's Street.

Hongkong, 10th June, 1896.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

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VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Tuesday, 16th June, at Noon.

Belge (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Saturday, 4th July, at Noon.